



**Chattanooga Metropolitan Airport Authority
Request for Qualifications/Proposals for
Design-Build Parking Structure**

OVERVIEW AND PURPOSE

The Chattanooga Metropolitan Airport Authority is seeking proposals from professional Design-Build Teams to provide all labor, materials and provisions necessary to produce conceptual designs, final design, construction documents, permitting, and construction of a 1,600+ space hybrid post tension concrete parking structure at the Chattanooga Airport Long Term 1 Parking Lots (See Attachment C “Proposed Parking Structure Location”). The facility will provide suitable nearby parking for passengers and visitors to the Chattanooga Airport Commercial Terminal. Parking Structure is to match the existing parking structure and shall be constructed as a Hybrid structure consisting of precast concrete columns, beams and perimeter spandrels with cast-in-place post-tensioned concrete slabs. The lateral system shall be a moment frame, consisting of precast concrete columns and cast-in-place frame beams.

This Design-Build Project is somewhat unique as it will be constructed inside of operating parking lots located on an airport. As such, only Bidders/Proposers (hereafter referred to as “Design-Build Teams”) with requisite experience of at least ten years on similar projects, and demonstrated financial wherewithal will be considered in the review process. Proposals will be ranked on several weighed criteria described below and not based solely on any one criterion.

Design-Build Teams are hereby made aware that this project is located at an airport. Proposed designs shall not impact navigable airspace. The Design-Build Team shall be responsible for submitting all required FAA Obstruction Evaluation (FAA 7460.1) paperwork to the FAA for evaluation and approval. The Design-Build Team will also be required to file and obtain all required building permits. The proposed physical location of the parking structure may require the relocation of some underground utilities and the current exit booths. As such line items for these expenses need to be included as part of the turn-key all-inclusive Cost Proposal.

The Chattanooga Metropolitan Airport Authority highly encourages the use of Design-Build firms in the execution of this project as time is a critical component in the successful completion of this project. Time schedules will be considered in the ranking of proposals received.

SCHEDULE OF EVENTS

The following is a general timeline for the project:

Release RFP	April 7 th , 2025
Pre-submittal conference	April 14 th 2025
Notification of intent to bid	April 30 th , 2025
Questions due	May 21 st , 2025
Addendum posted	June 4 th , 2025
Proposals due	June 18 th , 2025
Selection Committee recommendation to Board	July 21 st , 2025

All submittals, deliverables, and work product from this RFP and resulting contract will become the property of the Chattanooga Metropolitan Airport Authority.

SCOPE OF SERVICES

The Design-Build Team shall provide a comprehensive, turnkey scope of services from the design process through construction closeout.

The Design-Build Team shall demonstrate that it has significant experience in design and construction of high-quality concrete parking facilities. The Design-Build Team shall demonstrate it has completed construction of at least three (3) hybrid post tension concrete parking structure each with a minimum of 500+ parking spaces, and one (1) parking structure completed at least 10 years ago.

Tasks to be completed by the selected Design-Build Team are Conceptual Design Services, Design Development and Construction Documents, Construction Permits through City of Chattanooga, Construction Services, Project Close-Out and Dedication.

All design requirements shall be included in the total cost of the work. Chattanooga Metropolitan Airport Authority will not be responsible for any costs outside of the agreed scope of work.

DESIGN-BUILD CRITERIA

Design-Build Teams shall submit proposals for a state-of-the-art concrete parking facility. The parking structure shall have design features such as aesthetic finishes that are reflective of the existing parking garage and terminal. The aesthetic features will include spandrels, landscape screening, planters and clearly visible, well lighted stairwells.

Consideration shall be given to area lighting, including low-mounted bollard lighting on the top open-air level which will preclude the need for pole lights protruding above the façade of the parking structure. The design shall include utilities such as water and power on each level. The design shall allow for the accommodation of all users and include an allowance for a Parking Revenue Control System.

Consideration should be given to long-term maintenance and durability of the parking structure. Items to be considered are design to minimize expansion joints, cracking, adequate drainage, air entrained concrete mix design, finishing, curing, surface and joint sealers, all top slab bar is epoxy-coated reinforcing steel, silane sealer for all the elevated slabs, stainless steel/galvanizing connections, proper concrete cover, encapsulated PT tendons, and corrosion inhibitors, shrinkage reducing admixtures. Water, moisture, chemicals, freeze/thaw cycle, and lack of maintenance are detrimental to the life of a parking structure. Please discuss what methods are being considered or not and why.

DELIVERABLES

After award of the contract, deliverables shall be considered those tangible resulting work products which are delivered to the airport project manager such as reports, draft documents, data, interim findings, drawings, schematics, training, meetings, presentations, final drawings, and construction product.

The general phases of the project shall include:

A. Conceptual Design Services

- B. Design Development & Construction Drawings
- C. Construction Permits
- D. Construction
- E. Contract Close-Out

QUALIFICATION/PROPOSAL EVALUATION AND SELECTION CRITERIA

Request for Qualification/Proposal Criteria. The Chattanooga Metropolitan Airport Authority will use a two-step selection process for the Design-Build Parking Structure solicitation. First, Chattanooga Metropolitan Airport Authority will rate and rank each proposal based on meeting the following evaluation criteria. The three best qualified proposals in order of ranking will then have the bid price factored in to determine the lowest, best qualified and most responsive bid. **The actual bid price sheet should be sealed inside a separate envelope included in the bid package marked as “Envelope Two” with the Design-Build Team name.** The bid sheet will be reviewed and factored in after all proposals have been rated and ranked. Each Request for Proposal will be evaluated according to the following criteria:

EVALUATION CRITERIA

Each Proposal will be evaluated according to the following criteria:

- 25% Experience: Past performance references. Provide client names, addresses and contact information for at least three (3) hybrid post tension concrete parking structure contracts completed, plus one (1) parking structure contract completed at least ten (10) years ago, and all contracts currently in progress, which are similar in scope to this requirement.
- 25% Construction Type: Hybrid will be the construction type in order to match the current garage. Initial costs of selected approach. Design approach, project features and project quality will be considered.
- 25% Maintenance Requirements: What type of maintenance is required in the short and long-term life of the structure. What maintenance/durability items will be utilized in the design and why. Include a maintenance schedule.
- 25% Schedule: Schedule is important as parking is at a premium and structure and laydown area is within an operating parking lot. Project schedule from project initiation to facility opening shall be provided. Ideally, CMAA is looking to have this structure completed in Q1 of 2027.

REQUEST FOR PROPOSAL SELECTION PROCESS

The procedure to be used in this selection process is described in the following steps:

1. Chattanooga Metropolitan Airport Authority will establish a selection board composed of at least three persons, with at least one being an engineer, airport planner, or other professional knowledgeable of the service required.
2. Chattanooga Metropolitan Airport Authority will review and rank the proposals based on the information and references submitted and discuss the consultant's accountability to satisfy requirements for providing the requested services.
3. All submittals will be evaluated on completeness, attention to detail, and quality of content. Only those firms providing complete information as required will be considered for evaluation. The ability to follow instructions in this RFP demonstrates attention to detail.

4. A short list of Design-Build Teams may be selected for oral interviews if deemed necessary.
5. If oral interviews are deemed to be necessary, the initial scoring will be considered preliminary. Final scores, based on the same evaluation criteria, will be determined following the interview.
6. Chattanooga Metropolitan Airport Authority reserves the right to reject any SOQ at its discretion. Contracts will be executed pursuant to the availability of funding and approval of the Board of Commissioners.

SUBMITTAL REQUIREMENTS

Pre-Proposal Meeting

There will be a pre-proposal meeting and site visit scheduled for this project on April 14th in the Chattanooga Airport Board Room. This is not a mandatory meeting. Acceptance of proposals are not contingent upon attendance at this meeting. Chattanooga Airport reserves the right to reject proposals from parties that do not submit a notification of intent to bid by April 30th.

Notice of intent to bid (Mandatory)

All parties with intent to bid on this project **MUST** submit their notice of intent by April 30th. This can be done via email to Tamara Huff, at thuff@chattairport.com. The subject line must indicate "Intent to Bid". The email must include the name of the company and primary contact.

Addenda

If the airport deems it necessary to revise any part of this RFP or address written questions received prior to the due date, the airport will post them on the airport's website, www.chattairport.com, under the Request for Bids tab. All Addenda shall be incorporated as part of this RFP. Addenda notices will only be emailed to respondents that submitted written questions and provided an email address at the mandatory pre-proposal meeting. The Design-Build Team is solely responsible for checking the website. **Design-Build Teams that fail to acknowledge all posted addenda may be deemed non-responsive and will result in rejection.**

Inquiries

Design-Build Teams are solely responsible for carefully examining this RFP and any addenda, and seek clarification of any ambiguity, conflict, omission or error.

Design-Build Teams should examine the RFP document carefully and, before submitting a proposal, may request in writing an interpretation or correction of any inconsistency or error therein which should have been discovered by a reasonably prudent contractor. All such questions, in order to be considered, must be sent via email to thuff@chattairport.com at least twenty (20) business days prior to the RFP closing date by the primary contractor only. Questions should be directed by email only; phone calls will not be accepted. Any unauthorized contact shall not be used as a basis for responding to this RFP and may result in the disqualification of the Design-Build Team's submittal.

Only the written interpretation or correction so given by the authorized Chattanooga Metropolitan Airport Authority representative shall be binding and prospective. Design-Build Teams are hereby informed that no other agent, or employee, of Chattanooga Metropolitan Airport Authority is authorized to provide information concerning, or to explain or interpret, the RFP.

Such interpretations or corrections, as well as any additional provisions that Chattanooga Metropolitan Airport Authority may decide to include, will be posted on the Chattanooga Metropolitan Airport Authority website on June 4th as an addendum to the RFP documents and binding on all prospective Design-Build Teams whether or not actual notice of such addendums are shown. A prospective Design-Build Team's failure to request an interpretation or correction shall preclude such contractor from thereafter claiming ambiguity, inconsistency or error which should have been discovered by a reasonably prudent analysis.

Proposal Submission

Design-Build Teams who are interested should provide a Submittal, which includes a one-page cover letter plus a maximum length of twenty (20) pages to address RFP criteria. Cover letters must indicate that the Design-Build Team has received all addendums. This maximum page length does not include resumes or a sample of the Design Build Team's contract. Resumes for each key team member shall be limited to a maximum length of one (1) page and should be attached as an appendix to the proposal. Submittals must include a Project Proposal and a Cost Proposal in separate envelopes inside the sealed package. Contractors will be required to use A1A document A141 standard form of agreement between owner and design builder.

The clearly marked Project Proposal – “Envelope One” separate from the Cost Proposal shall contain one (1) clearly identified, binder clipped original and three (3) clearly identified stapled copies. Do not utilize spiral or comb binding, folders, or three ring binders, etc.

The clearly marked and sealed Cost Proposal – “Envelope Two” separate from the Project Proposal shall contain one (1) clearly identified, binder clipped original and three (3) clearly identified stapled copies of the Cost Proposal. Do not utilize spiral or comb binding, folders, or three ring binders, etc. The Cost Proposal must identify the complete proposed cost of the project, the number of stalls, and the cost per stall.

The RFP closing date is June 18th. Please provide an original Submittal, which includes the Project and Cost Proposal, plus three (3) copies by 2:00pm (local time) on this date to the following address:

Chattanooga Metropolitan Airport Authority
ATTN: Contract Administrator
Tamara Huff
1001 Airport Road, STE 14
Chattanooga, Tennessee 37421

Organization of Technical Proposal

Proposals must be clear, succinct and not exceed twenty (20) pages, excluding attachment materials or conceptual drawings, and not including the cover letter. Design Build Teams that submit excess pages may not have the additional pages read or considered.

Submittals shall be printed double sided, submitted on 8-1/2' X 11" paper, with an easy-to-read font size and style. Pages must be numbered. Tabbed dividers shall separate and identify the sections described below. Each section should be clearly identified for committee evaluation. The document must be signed by any and all representatives legally authorized to contractually bind the Design-Build Team.

The respondents must provide all information as requested in this RFP. Responses must follow the format outlined. Additional materials in other formats or pages beyond the stated page limit may not be considered. The Chattanooga Metropolitan Airport Authority may reject as non-responsive at its sole discretion any proposal or any part thereof, which is incomplete, inadequate in its response, or departs in any substantive way from the required format. Proposal responses shall be organized in the following order:

a. Cover Letter (1 page – not included in page total)

The Cover Letter must state the name of the person(s) authorized to represent the Design-Build Team in any negotiations, the name(s) of the person(s) authorized to sign any contract that may result, the

contact person's name, mailing or street addresses, phone and email addresses. A legal representative of the successful firm, authorized to bind the firm in contract matters must sign the Cover Letter and the Proposal.

The Cover Letter will also include a short narrative describing the respondent's understanding of the scope of work and their overall vision for the successful development of a high-quality Concrete Parking Structure addressing the desired use.

b. Project Proposal

1. Design-Build Team

Identify key personnel and their specific project roles. The key personnel description shall include:

1. Primary contact for design related issues
2. Primary contact for construction related issues
3. Extent of company's principal members' involvement
4. Names of key members who will be performing the work on this project, and:
 - their responsibilities on this project
 - experience on similar or related projects of this size and scope
 - unique qualifications
 - percentage of their time that will be devoted to the entire project
5. Name of Project Managers who will be supervising the construction work on this project, and:
 - their responsibilities on this project
 - experience on similar or related projects of this size and scope
 - unique qualifications
 - percentage of their time that will be devoted to the entire project
6. Identify the Design-Build Team's experience in similar parking structure projects (size and scope). List last three (3) parking structures completed plus one (1) that was completed more than ten (10) years ago.
7. Team qualifications and experience on similar or related projects:
 - qualifications and relevant experience of prime consultant
 - qualifications and relevant experience of sub-consultants, if any
 - project manager's experience with similar projects
 - resources available to perform the work for the duration of the project and other on-going projects

2. Design-Build Team Capabilities

The Design-Build Team must have extensive experience in the design and construction of concrete reinforced parking structure complexes. Identify the team's experience with publicly bid parking structure projects:

- a. Describe no more than four (4) hybrid post tension concrete parking structures, whereby one consultant or firm completed the design and construction of the parking structure at least ten (10) years ago.
- b. Describe those projects which best characterize capabilities, work quality and cost control measures.

3. Design-Build Team Understanding and Approach

Provide a description of the project plan to successfully meet the goals of the scope of services. The plan shall include, but not limited to project management, schedule, cost control methods, communication, and documentation. Attach a proposed schedule depicting key milestones and

critical path items. As appropriate, provide an organizational chart depicting the name and role of key personnel of the firm, as well as any subcontractors associated with the project.

4. Supportive Information

For the Design-Build Team, supporting material must include references for four (4) Design-Build parking structure projects as described under paragraph (b.1), relevant in scope to this proposal. Explain your Design-Build participation in the project. Other information pertinent to this proposal may be included at the discretion of the team.

5. General Representations

Proposals shall include the following representations:

- That the Design-Build Team shall comply with all provisions of law and regulations applicable to the project
- That within the past five (5) years no member of the Design-Build Team has had a surety company finish work on any project
- Identify the following:
 - a. All civil or criminal violations issued against any license held by any member of Design-Build team in the past five (5) years
 - b. All criminal convictions against any member of the Design-Build Team for submission of a fraudulent claim.
 - c. All civil or criminal violations of any law governing the payment of wages, benefits, or tax withholding.
 - d. All civil or criminal violations of any law concerning equal opportunity employment, contracting, subletting, or payment of prevailing wages.

6. Required Forms

The following forms, which are included in this RFP must be completed and signed by an authorized representative. Failure to submit the required forms may deem the proposal as non-responsive and ineligible for further evaluation:

- Non-Collusion Affidavit of Prime Bidder
- Equal Opportunity Report Statement
- Certificate of Non-Discrimination
- Certificate of Contractor's License (Mechanical Subcontractor)
- Certificate of Contractor's License (Plumbing Subcontractor)
- Certificate of Contractor's License (Electrical Subcontractor)
- Certificate of Contractor's License (General Subcontractor)
- Proposal Guarantee
- Title VI Civil Rights Act of 1964 Compliance
- Agreement for Indemnification by Contractor and Acceptance and Acknowledgment of Procurement Practices of the Chattanooga Metropolitan Airport Authority

c. Cost Proposal (submitted under separately sealed cover)

Each team is expected to identify their fees and charges for the scope of work described within the RFP. Teams must indicate by line item all fees to be included in the total cost of the project. The total cost should be all inclusive and include costs for site preparation to include any required additional geo-technical exploration, utility relocation, design, sitework, and construction work for a 1,600+ space parking structure as described in this RFP. Please provide a detailed breakdown of all the costs by construction division, fee, alternates, allowances, contingencies and bond costs.

A. Reservation of Rights

Chattanooga Metropolitan Airport Authority reserves the right at its sole discretion to:

- Reject responses after the due date and time specified. The Chattanooga Metropolitan Airport Authority will not return late submittals. Late submittals will be destroyed by the Chattanooga Metropolitan Airport Authority 30 days after the opening date.
- Cancel the entire solicitation and re-advertise when in the Chattanooga Metropolitan Airport Authority's best interest.
- Accept or reject any and all submittals, waive any minor errors, informalities, and procedures without penalty to the extent permitted by law.
- Be the final judge as to which response is most qualified.
- Any of the following may cause the response to be considered non-responsive and be rejected:
 - a. Response contains items not specified
 - b. Response contains incorrect items
 - c. Response that does not respond in the manner specified
 - d. Response received by telephone, facsimile, or email

B. Disqualification

Please note that any unauthorized contact by the Design-Build Team during the bid or proposal process with an official or airport employee, other than the individual identified in this RFP shall cause the team to be immediately disqualified from participating in the bidding process.

C. Terms and Conditions

1. Assignment – The Design-Build Team shall, under no circumstances, assign any contract awarded as a result of this solicitation, or any part thereof to another party without express written permission of the Chattanooga Metropolitan Airport Authority.

2. Design-Build Team's Cost to Develop a Response – Costs for developing a response to this solicitation are entirely the Design-Build Team's obligation and shall not be chargeable in any manner to the Chattanooga Metropolitan Airport Authority.

3. Business License and Permits – The Design-Build Team shall secure or maintain in force during the period covered by any contract resulting from this specification all licenses and permits required by law for the operation of their business, including a Tennessee Business License when required.

4. Equal Employment Opportunity – The Design-Build Team shall comply with all applicable state and federal laws addressing Equal Employment Opportunity. The Chattanooga Metropolitan Airport Authority highly encourages the use of DBE firms. While no DBE percentage-goal has been set for this project, a good-faith effort is preferred.

5. Public Information – After the date specified for the opening of the response, all materials received relative to general service solicitations become public information and are available for inspection. Professional service solicitations become public upon award of contract. The Chattanooga Metropolitan Airport Authority treats submitted responses as public documents; therefore, proprietary or confidential information that is not intended for public review should not be included with the submittal. Design-Build Teams can provide an explanation of why the information was not included. If the Chattanooga Metropolitan Airport Authority conducts interviews, the information can be presented at that time. The Chattanooga Metropolitan Airport Authority reserves the right to retain all submittals, whether or not the submittal was selected or judged to be responsive.

6. Signatures – Responses must be signed in longhand by the Design-Build Team with his/her usual signature in the designated areas within the solicitation documents. Submittals must be signed by any and all representatives legally authorized to contractually bind the Design-Build Team.

D. Understanding of Requirements:

It is the responsibility of each Design-Build Team submitting a proposal to inquire about and to clarify any requirement of the RFP which is not understood. The Chattanooga Metropolitan Airport Authority will issue written responses and post these responses on the airport website; it is the responsibility of Design-Build Teams to check the website for any updates related to this RFP. Only electronic responses made by the Chattanooga Metropolitan Airport Authority to inquiries concerning procedures or specifications will be considered valid. Non-written questions from proposers and verbal responses by the Chattanooga Metropolitan Airport Authority should be limited to simple clarifications and will not be considered valid as part of the process.

E. Incurring Cost

The Chattanooga Metropolitan Airport Authority is not liable for any cost incurred by any Design-Build Team interested in submitting an RFP, or any selected Design-Build Team, prior to the execution of a contract.

F. Negotiation/ Contract Development with Selected Design-Build Team

In case the selected Design Build Team's proposed cost of services exceeds the available funds of the Chattanooga Metropolitan Airport Authority, the Chattanooga Metropolitan Airport Authority reserves the right to negotiate the scope with the selected Design-Build Team to bring the price to within available funds.

G. Modification and Withdrawal of Proposals

Responses received by the Chattanooga Metropolitan Airport Authority may be withdrawn. An authorized representative of the Design-Build Team must submit a signed, written request formally requesting their submittal to be withdrawn from the bidding process.

H. Indemnification

The successful Design-Build Team shall indemnify and hold harmless the Chattanooga Metropolitan Airport Authority, its officers, boards, commissions, agents and employees against any and all claims, demands, causes of action, suits, proceedings, damages, costs or liabilities of every kind and nature whatsoever, including, but not limited to, damages for injury or death or damages to person or property, regardless of the merit of any of the same, including any attorney fees, accountant fees, expert witness or consultant fees, court costs, per diem, expense traveling and transportation expense, or other costs or expense arising out of or pertaining to the performance of this Agreement by the successful Design-Build Team and for which the Design-Build Team would otherwise be responsible unless resulting from the negligence of Chattanooga Metropolitan Airport Authority or its officers, boards, commissions, agents, or employees.

I. Termination of Contract

Should the Design-Build Team fail to perform the work according to accepted methods, the Chattanooga Metropolitan Airport Authority has the right to terminate the contract immediately. In the event of termination pursuant to this paragraph, the Design-Build Team shall be paid for all services provided through the date of termination less any fines, remedial costs or other fees that may be withheld.

J. Chattanooga Metropolitan Airport Authority Rights

Chattanooga Metropolitan Airport Authority reserves the right to reject any and all proposals, or to contact any submitting Design-Build Team or reference prior to award for explanations or clarification. The

Chattanooga Metropolitan Airport Authority reserves the right to waive any formalities and to award to the most responsive and responsible Design-Build Team.

K. Proposal Binding

The contents, in their entirety, of the proposal submitted by the accepted firm shall become an attachment to and part of the agreement between the Design-Build Team and the Chattanooga Metropolitan Airport Authority.

L. Bonds

The Design-Build Team shall secure with a responsible corporate surety or corporate sureties, satisfactory bonds conditioned upon their bid and faithful performance by the Design-Build Team of all requirements under the contract and upon the payment of claims of material, men and laborers there-under. A bid bond shall be in the sum of not less than five percent (5%) of the estimated construction costs of the proposal. The Faithful Performance Bond shall be in the sum of not less than one hundred percent (100%) of the estimated aggregate amount of the payments to be made under the contract computed on the basis of the prices stated in the proposal. The Faithful Performance Bond shall convert to a Warranty Bond in the amount of Fifty (50%) percent of the amount of the contract price plus all change orders, and shall cover warranty of the work and materials for a period of two years after the recordation of the Notice of Completion. The Labor and Material Bond shall be in the sum of not less than one hundred percent (100%) of the estimated aggregate amount of the payments to be made under the contract computed on the basis of the prices stated in the proposal. At the time of submitting the Faithful Performance Bond and the Labor and Material bond the insurer shall submit to the Chattanooga Metropolitan Airport Authority the following:

- (a) the original bond, and
- (b) the original, or certified copy of the unrevoked appointment, power of attorney, bylaws, or other instrument entitling or authorizing the person who executed the bond;

All bonds must be issued by a surety company with an A.M. Best's rating of A- VII or better, be on the Treasury Department of approved sureties and be licensed to conduct surety business in the state of Tennessee.

M. Insurance

All insurance issued in compliance with this section shall be issued in the form, and by an insurer or insurers, satisfactory to and first approved by the Chattanooga Metropolitan Airport Authority in writing. Certificates of insurance in the amounts required shall be furnished by the Design-Build Team to the Chattanooga Metropolitan Airport Authority prior to the commencement of work. All subcontractors should be insured under the Design-Build Team's policies or shall furnish separate certificates and endorsements for each contractor

The Design-Build Team shall maintain adequate workers' compensation insurance including \$1,000,000 Employer's Liability insurance under the laws of the State of Tennessee for all labor employed by Design-Build Team or by any Subcontractor under Design-Build Team who may come within the protection of such workers' compensation insurance laws.

The Design-Build Team shall maintain during the life of this Contract general liability insurance on an occurrence basis on a ISO GL 00 01 04/13 or equivalent form including bodily injury, property damage, personal injury & advertising and products & completed operations coverage in which the Chattanooga Metropolitan Airport Authority shall be named as an additional insured, and which shall protect the Design-Build Team or any subcontractor performing work covered by the contract from claims which may arise from the operations under any contract entered into whether such operations shall be performed by the Design-Build Team or any subcontractor, or by anyone directly or indirectly employed by any one of them. Products & Completed Operations coverage should be maintained for a minimum of five (5) years or the statute of repose in the state of Tennessee after completion of the contract.

The Design-Build Team shall maintain an Automobile Liability policy with a \$10,000,000 combined single limit per accident for bodily injury and property damage including hired and non-owned liability. CMAA should be named as an additional insured.

The Design-Build Team shall maintain a Professional Liability E&O policy with a \$10,000,000. limit for the length of the contract and a minimum of five (5) years after completion of the project. The retroactive date of the policy must be on or before the effective date of the contract.

The Chattanooga Metropolitan Airport Authority and its elected or appointed officials, directors, officers, agents, employees, or volunteers shall be named as "Additional Insureds" under general, automobile and umbrella liability policies.

All insurance policies must be underwritten by a company with an A.M. Best's rating of A- VII or better and be licensed to conduct insurance business in the state of Tennessee.

The insurance requirements are further outlined below:

Workers' Compensation	
Coverage	Minimum Limits
Workers' Compensation	Statutory coverage per the State of Tennessee
Employer's Liability	\$1,000,000
General Liability	
Coverage	Minimum Limits
General Liability (Including Bodily Injury, Property Damage and Personal & Advertising Injury)	\$25,000,000 per occurrence/aggregate
Products-Completed Operations Liability	\$25,000,000 per occurrence/aggregate
Occurrence ISO GL 00 01 04 13 or its equivalent including Products & Completed operations	
Automobile Liability Insurance	
Coverage	Limits
Automobile Liability (Including owned, non-owned and hired automobiles, trucks and trailers)	\$1,000,000 minimum single limit
Professional Liability Insurance	
Coverage	Limits
Professional Liability	\$5,000,000
<u>Coverage may be written with a primary General Liability and Automobile Liability policy and additional limits via an Umbrella policy</u>	
General Requirements	
Additional Insured - Chattanooga Metropolitan Airport Authority (CMAA), its elected or appointed officials, directors, officers, agents, employees, volunteers or contractors shall be named as an additional insured under the General Liability, Automobile Liability, Professional Liability and Umbrella policies.	
Proof of Coverage – Design-Build Team shall provide CMAA with a certificate of insurance annually including additional insured endorsements as required	
Financial Strength - Such insurance and surety bonds shall be placed with one or more companies with an AM Best rating of A- or better, and financial size rating of VII or better.	
Waiver of Subrogation - Policies should include a Waiver of Subrogation in favor of CMAA.	
Cancellation Requirements - All policies shall contain a provision that the coverage may not be cancelled or materially changed without first giving CMAA not less than thirty (30) days prior written notice.	

Required Forms

The following Forms must be submitted with RFP
Response

NON-COLLUSION AFFIDAVIT OF PRIME BIDDER

State of _____

County of _____

_____, being first duly sworn, deposes and says:

1) He is _____ the Bidder that has submitted the attached bid;

2) Such Bid is genuine and is not a collusive or sham bid;

3) Neither the said bidder nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived or agreed, directly or indirectly with any other bidder, firm or person to submit a collusive or sham bid. In connection with the Contract for which the attached Bid has been submitted or to refrain from bidding in connection with such contract, or has communication or conference with any other Bidder, firm or person to fix the price or prices in the attached Bid or any other Bidder, or to fix any overhead, profit or cost element of the Bid price or the bid price of any other bidder, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the Owner or any person interested in the proposed Contract; and

4) The price or prices quoted in the attached Bid are fair and proper and are not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the Bidder or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

(signature)

(title)

Subscribed and sworn to before me

this ___ day of _____ 20___

(signature)

(title)

My commission expires _____

LETTER OF INTENT
(Must be submitted for each DBE subcontractor)

Design-Build Parking Structure
CHATTANOOGA METROPOLITAN AIRPORT AUTHORITY
CHATTANOOGA, TENNESSEE

Name of bidder/offeror's firm: _____
Address: _____
City: _____ State: _____ Zip: _____

Name of DBE firm: _____
Address: _____
City: _____ State: _____ Zip: _____
Telephone: _____

Description of work to be performed by DBE firm:

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is \$ _____

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By: _____
(Signature) (Title)

If the bidder/offer or does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

**EQUAL OPPORTUNITY REPORT STATEMENT
AS REQUIRED AT 41-CFR-60-1.7(b)**

The Bidder (Proposer) shall complete the following statement by checking the appropriate blanks. Failure to complete these blanks may be grounds for rejection of bid:

1. The Bidder (Proposer) has ___ has not ___ developed and has on file at each establishment affirmative action program pursuant to 41-CFR-60-1.40 and 41-CPR-60-2.
2. The Bidder (Proposer) has ___ has not ___ participated in any previous contract or subcontract subject to the equal opportunity clause prescribed by Executive Order 11246, as amended.
3. The Bidder (Proposer) has ___ has not ___ filed with the Joint Reporting Committee the annual compliance report on Standard Form 100 (EEO-1 Report) (Ref. Page GP-80)
1. The Bidder (Proposer) does ___ does not ___ employ fifty (50) or more employees.

If the Bidder (Proposer) has participated in previous contracts subject to the equal opportunity clause and has not submitted compliance report due under applicable filing requirements, the Bidder (Proposer) shall submit a compliance report on Standard Form 100 "Employee Information Report EEO1" prior to the award of Contract.

The undersigned bidder agrees that, upon written notice of acceptance of this bid, he/she will, at the time so directed by the Owner, execute a contract in accordance with the bid as accepted and he will give performance bond with good and sufficient surety or sureties within ten (10) days after the prescribed forms are presented for signature.

The undersigned bidder understands that the quantities or work to be done, estimated in the above schedule, are approximate only and are intended principally to serve as a guide in evaluating the bids.

It is understood that the schedule of minimum wages as established by the Secretary of Labor and included in these specifications, shall govern on this Contract, and further that the bid prices are based on these established wage rates.

The undersigned bidder declares that he/she has visited the site of the project and has carefully examined the Plans, Specifications Special and General Provisions and Contract Documents related to the work covered by the above bid.

(Bidder's Name)

(Signature and Date)

CERTIFICATE OF NON-DISCRIMINATION

By submission of this bid and signing of this contract/subcontract for Construction of the Design-Build Parking Structure, the, (Bidder) (Contractor/sub-contractor) certifies that he/she does not discriminate against any employee or applicant for employment on the grounds of race, color, national origin or sex; and does not and will not maintain or provide for his/her employees any segregated facilities at any of their establishments and, further that he/she does not and will not permit his/her employees to perform their services at any location, under his/her contract where segregated facilities are maintained. He/she further agrees that he/she will obtain identical certifications from proposed sub-contractors prior to the award of sub-contracts and that he/she will forward a notice of this requirement to such proposed subcontractors.

(Contractor's Name)

(Signature)

(Date)

(Printed or Typed Name)

**CERTIFICATE OF CONTRACTOR'S LICENSE
(Mechanical Subcontractor)**

EACH CONTRACTOR BIDDING SHALL FILL IN AND SIGN THE FOLLOWING

This is to certify that _____ has fully complied with all requirements of the Contractors Licensing Act of 1994 of the General Assembly of the State of Tennessee and all amendments thereto in effect on the date of receipt of bids.

That _____ was issued Certificate No. _____ on _____ by the State Licensing Board. Bidder's license number and expiration date thereof and that part of classification applying to the bid shall appear on the outside of the envelope containing the bid; otherwise, the bid will be returned to the Bidder unopened.

My license limit is _____ and my bid does not exceed this.

My license classification and limits are as follows:

Classification _____ Limit

(Signed)

**CERTIFICATE OF CONTRACTOR'S LICENSE
(Plumbing Subcontractor)**

EACH CONTRACTOR BIDDING SHALL FILL IN AND SIGN THE FOLLOWING

This is to certify that _____ has fully complied with all requirements of the Contractors Licensing Act of 1994 of the General Assembly of the State of Tennessee and all amendments thereto in effect on the date of receipt of bids.

That _____ was issued Certificate No. _____ on _____ by the State Licensing Board. Bidder's license number and expiration date thereof and that part of classification applying to the bid shall appear on the outside of the envelope containing the bid; otherwise, the bid will be returned to the Bidder unopened.

My license limit is _____ and my bid does not exceed this.

My license classification and limits are as follows:

Classification _____ Limit

(Signed)

**CERTIFICATE OF CONTRACTOR'S LICENSE
(Electrical Contractor)**

EACH CONTRACTOR BIDDING SHALL FILL IN AND SIGN THE FOLLOWING

This is to certify that _____ has fully complied with all requirements of the Contractors Licensing Act of 1994 of the General Assembly of the State of Tennessee and all amendments thereto in effect on the date of receipt of bids.

That _____ was issued Certificate No. _____ on _____ by the State Licensing Board. Bidder's license number and expiration date thereof and that part of classification applying to the bid shall appear on the outside of the envelope containing the bid; otherwise, the bid will be returned to the Bidder unopened.

My license limit is _____ and my bid does not exceed this.

My license classification and limits are as follows:

Classification _____ Limit _____

(Signed)

**CERTIFICATE OF CONTRACTOR'S LICENSE
(General Contractor)**

EACH PRIME AND SUB-CONTRACTOR BIDDING SHALL FILL IN AND SIGN THE FOLLOWING

This is to certify that _____ has fully complied with all requirements of the Contractors Licensing Act of 1994 of the General Assembly of the State of Tennessee and all amendments thereto in effect on the date of receipt of bids.

That _____ was issued Certificate No. _____ on _____ by the State Licensing Board. Bidder's license number and expiration date thereof and that part of classification applying to the bid shall appear on the outside of the envelope containing the bid; otherwise, the bid will be returned to the Bidder unopened.

My license limit is _____ and my bid does not exceed this.

My license classification and limits are as follows:

Classification _____ Limit _____

(Signed)

Bid Bond

KNOW ALL MEN BY THESE PRESENT, that we, the undersigned, _____ as Principal, and _____ Surety, are hereby held and firmly bound unto Chattanooga Metropolitan Airport Authority as Owner, in the sum of _____ for the payment of which, well and truly to be made, the said Principal and Surety hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors, and assigns.

Whereas the Principal has submitted to Chattanooga Metropolitan Airport Authority a certain bid, attached hereto and hereby made a part hereof, to enter into a contract in writing for the Design-Build Parking Structure.

NOW, THEREFORE, if said bid shall be rejected, or in the alternate, if said bid shall be accepted and the Principal shall execute and deliver a contract in accordance with the terms of the Contract Documents and shall furnish a bond for his/her faithful performance of said contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said bid, then this obligation shall be void, otherwise the same shall remain in full force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the amount of this obligation as herein stated.

The Surety, for value received, hereby stipulates and agrees that the obligation of said Surety and its bond shall be in no way impaired or affected by any extension of the time within which the Owner may accept such bid; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers, this _____ day of _____, 20____.

PRINCIPAL

(Name and Title)

SURETY

(Attorney-in-Fact)

TITLE VI CIVIL RIGHTS ACT OF 1964 COMPLIANCE
(To be appropriately edited and filed on company letterhead)

Chattanooga Metropolitan Airport Authority
1001 Airport Road, Suite 14
Chattanooga, Tennessee 37421

The _____ (Company), having submitted a bid for the referenced airport contract advises that, contingent upon award of the contract to our company as Provider, we will comply with Title VI Civil Rights Act of 1964 by not discriminating on the basis of age, race, sex, color, national origin or disability in its hiring and employment practices, or in admission to, access to, or operation of its programs, services and activities. We will forward a copy of our commitment to comply with Title VI Civil Rights Act of 1964 to all vendors and subcontractors utilized for the project with the airport, as listed below and inform them of their obligation to comply.

Subcontractors:

Name:
Work to be performed:
Dollar Value:
Address:
Telephone Number:

Name:
Work to be performed:
Dollar Value:
Address:
Telephone Number:

Name:
Work to be performed:
Dollar Value:
Address:
Telephone Number:

Name:
Work to be performed:
Dollar Value:
Address:
Telephone Number:

Name:
Work to be performed:
Dollar Value:
Address:
Telephone Number:

Sincerely,

(Signature)

AGREEMENT FOR INDEMNIFICATION BY CONTRACTOR AND ACCEPTANCE AND ACKNOWLEDGMENT OF PROCUREMENT PRACTICES OF THE CHATTANOOGA METROPOLITAN AIRPORT AUTHORITY

The Chattanooga Metropolitan Airport Authority requires contractors and suppliers of services to the Airport to agree to indemnify and hold the Chattanooga Metropolitan Airport Authority harmless for claims or losses arising from, or in connection with, the contracting party's work for the Chattanooga Metropolitan Airport Authority.

To reduce the possibility of misunderstanding between contracting parties and the Airport in case of a claim or lawsuit, the Chattanooga Metropolitan Airport Authority is requiring that contracting parties who perform services for the Airport sign this letter. This letter will act as and become a part of each Contract between the Chattanooga Metropolitan Airport Authority and the contracting parties signing the letter for the duration of the contract term and any extensions thereto.

In consideration of the opportunity of doing work for the Chattanooga Metropolitan Airport Authority and benefits to be received thereby, the contracting party to this agreement agrees as follows:

1. That where a contract issued by the Chattanooga Metropolitan Airport Authority, this Letter Agreement is to be considered part of that contract.
2. Contractor agrees to indemnify the Chattanooga Metropolitan Airport Authority, and any officer, employee or agent, and hold the Chattanooga Metropolitan Airport Authority, and any officer, employee or agent, thereof harmless from any and all claims, liabilities, obligations and causes of action, of whatsoever kind or nature, for injury to, or death of, any person (including officers, employees and agents of the Chattanooga Metropolitan Airport Authority), and for injury or damage to or destruction of property (including property of the Chattanooga Metropolitan Airport Authority), resulting from any and all actions or omissions of contractor or contractor's employees, agents or invitees, or any subcontractor of contractor or any of such subcontractor's employees, agents or invitees.
3. That the contracting party specifically waives the benefits and protection of Labor Code Section 3864 which provides: "If an action, as provided in this chapter, is prosecuted by the employee, the employer, or both jointly against the third person results in judgment against such third person or settlement by such third person, the employer shall have no liability to reimburse or hold such third person harmless on such judgment or settlement in the absence of a written agreement so to be executed prior to the injury." This waiver will apply to the contracting party to this letter to any contracts awarded by the Chattanooga Metropolitan Airport Authority during the term of this Agreement and any extensions thereto.
4. That this Agreement has been signed by an authorized representative of the contracting party, and such representative has the authority to bind the contractor to all terms and conditions of this Agreement.
5. That this Agreement shall be binding upon the successors and assignees of the contracting party to any contract with the Chattanooga Metropolitan Airport Authority. As a condition precedent to acceptance, any contacts from the Chattanooga Metropolitan Airport Authority and contracting party agree to advise its successors or assignees of this Agreement and to obtain their consent to it in writing before the work of the representative successor or assignees begins. Such assignment shall not be effective without the prior written consent of the Chattanooga Metropolitan Airport Authority.
6. To promptly notify the Chattanooga Metropolitan Airport Authority of any change in ownership of the contracting party while this Agreement is in force.

This letter Agreement cannot be modified or changed without the express written consent of the Chattanooga Metropolitan Airport Authority. I agree to the terms of this Letter Agreement on behalf of:

Business By:

(Signature)

Address:

(Print Name & Title)

(Date)

ATTACHMENT A

A. DESIGN REQUIREMENTS

Design-Build Teams shall incorporate the following Design Requirements into submitted proposals:

A. Design Requirements and Assumptions:

1. Assume utilization of the east side ramp structure to logically address circulation needs within the structure; and
2. Structural engineering shall be based on a geo-technical report obtained by the Design-Build Team's geotechnical engineer. The Soils report provided by Airport is for preliminary reference only, and not for design purposes. The airport shall assume no liability for the Design-Build Team's decision to utilize the previously prepared soils report as found in Attachment D.
3. All floors shall be accessible by a staircase, with stairs designed to allow pedestrians to be seen from outside of the structures, and for pedestrians to see out of the structure.
4. All exterior facing concrete shall be finished to match the existing garage and blend with the terminal and be complementary to the architectural design of the Commercial Terminal, and surrounding areas.
5. There shall be compliance with all local, State and Federal codes and guidelines for a facility of this type including but not limited to the following codes and standards:
 - a. The Americans with Disabilities Act;
 - b. Design Guidelines of the City of Chattanooga for Parking Facilities;
 - c. All Codes and Ordinances of the City of Chattanooga;
 - d. City of Chattanooga "Standard Specifications for Water and Sewer Construction";
 - e. Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD);
 - f. City of Chattanooga Building Codes;
 - g. AISC Steel Construction Manual;
 - h. City of Chattanooga Electrical Code;
 - i. ACI Reinforced Concrete Design Manual
6. Stall Angle – shall optimize spaces and be in accordance with existing code: 90 degree 2-way aisles.
7. Aisle Width - shall optimize spaces and be in accordance with existing code and match existing garage.
8. Headroom Clearances – All interior floor heights shall have a minimum of 7 1/2 feet vertical clearance to all equipment, devices, and interior obstructions within the structure, elevations should match the existing garage.
9. Disabled Person van access clearance: Per code.
10. Number of Levels:
 - a. One (1) surface level and three (3) elevated levels to remain below Part 77 airspace requirements

- b. Number of Levels: as per proposed design to meet 1,600+ vehicle space minimum with matching number of levels to our existing garage;
- c. Top Level: open air parking with option for aesthetically pleasing solar panel canopy system. There are no preferences for size of the solar array.
- d. We will be moving our existing rental car facility to the new garage, to be located on the bottom floor. We will need a new, single lane entrance as well as a single lane exit, much like our existing rental car facility.
- e. Because we will be utilizing the existing ramp, connections will need to be made at each level of the existing garage to the new garage. The only exception is the bottom level, which will be independent for the rental car operation.
- f. Any existing vehicle counting systems will need to be modified to include the new parking spaces. Coordination with the parking consultant to attain this will need to be considered.
- g. Any demo of the existing garage needs to be included in the costs.

11. Codes, Permits, Inspections and Material Testing: (as stated above and explained herein)

- a. The Design-Build Team shall prepare all applications, data, and drawings required by permit agencies to include but not limited to Land Disturbance, Building, NPDES, etc. and shall be responsible for obtaining all necessary permits, including required fees from such agencies
- b. All permit fees, plan check fees, and inspection costs are the responsibility of the Design-Build Team.
- c. The City of Chattanooga is the responsible building permit and inspection agency. The Design-Build Team shall coordinate site development reviews and inspections as necessary.
- d. The Design-Build Team will be responsible for all material testing required for acceptable accomplishment of the work. Test results that do not meet design specifications will immediately be brought to the attention of the Airport Project Manager. The Airport's expectation is that all work shall be accomplished in accordance with the approved design and applicable industry standards such as ACI, ASTM, etc.
- e. Any assumptions made by proposed Design-Build Team not otherwise expressly stated in this request for proposal shall be expressly identified and stated in the bid and proposal by way of footnote describing such assumption.

B. Design Criteria

- 1. Provide architectural, electrical and infrastructure design and build services for a parking structure that will be a multi-story parking structure complex with 1,600+ parking spaces.
- 2. All parking stalls counting toward the 1,600-space minimum shall meet the City of Chattanooga code; no compact, motorcycle or bicycle spaces shall count towards the 1,600-space minimum.
- 3. The parking structure shall have staircase access to the upper floors that are designed to allow pedestrians to be seen from the outside of these structures and for pedestrians to see out. Meet code dictated emergency egress requirements.
- 4. The Design-Build Team shall evaluate all options for foundation work to include strip/spread foundations, rammed aggregate piers and cast or driven piles and shall propose alternative methods of construction and identify pros and cons for consideration by the Airport as part of the preliminary conceptual design.

5. The design of the parking structure shall be complementary to the architectural design of Commercial Terminal, and existing parking garage.
6. Any extra land in the existing parking lot not utilized for the footprint of the garage will need to be creatively incorporated into the project. The design-builder will have discretion into how to utilize this space. Examples may include: artwork, park, extra parking, office space, etc.
7. The parking structure shall meet all local, State and Federal codes and guidelines for a facility of this type including total ADA compliance.

C. Existing Conditions

1. The Design-Build Team shall be responsible for all subsurface investigations required to perform the design and build functions.
2. Prior to commencement of any site work, the Design-Build Team shall provide all required erosion and sediment control measures to implement the Best Management Practices (BMP's) for control of erosion and sediment.
3. The Airport will provide location maps of all known underground utilities. These maps may not be 100% reliable. It is the Design-Build Team's responsibility to confirm the location of all underground utilities prior to the start of design. The Design-Build Team will be responsible for contacting Tennessee One Call, FAA, and obtaining all other non-City/Airport provided utility plans prior to start of design.
4. The Design-Build Team is responsible for all underground construction to include new and relocated utility lines. All known underground utilities shall be relocated prior to excavation, if in conflict as determined by City, FAA, or Airport. (See Attachment D). All unknown underground utilities discovered during construction shall be relocated, if in conflict as determined by effected agency.
5. The Design-Build Team shall provide documentation to the Airport that inspections by all pertinent parties owning underground lines were performed prior to the start of excavation and must use the services of a qualified (as determined by City) utility location service to ensure this requirement is met.
6. The Design-Build Team design shall incorporate the closure and relocation of the current exit booth if impacted by the parking facility. The exit booth must be kept operational throughout the project as the parking lots will remain in operation.

Existing parking structure and car rental facility to remain operational during construction of expansion. Proposers shall provide strategy to accomplish this requirement as a part of the submission.

D. Earthwork

1. The parking structure site shall be demolished, cleared, filled and graded to sub-grade elevation as specified. This includes demolition and removal of all required slabs, footers, walkway canopy, asphalt paving, curbs, trees and shrubs and disposal of all debris at a regulated landfill, and a fence installed to surround the site footprint. It also includes relocation of existing utility and communication lines as required.
2. The area outside the enclosed, fenced construction site footprint must not be violated by the Design-Build Team without permission from the Airport.

E. Exterior Improvements

1. Provide sidewalks and cross walks surrounding the project site.

2. Provide landscaping on and surrounding the project site in accordance with the Design-Build Team's approved site plans and City of Chattanooga landscaping ordinances and applicable FAA regulations.
3. Provide pedestrian connectivity between Parking Structure and the Commercial Terminal, similar to current path but not necessarily in the same location.

F. Masonry

1. Utility and Elevator Rooms shall be waterproofed rooms of concrete block masonry. Joints on the exterior sides of these rooms shall be tooled both vertically and horizontally as concave joints.
2. Masonry walls shall be grout filled to a height of 36" minimum above the parking deck for impact resistance.

G. Openings

1. Provide 18-gauge hollow metal doors and hollow metal frames, fire rated as required by code, complete with panic hardware and vision glazing at all stairwell and machine room doors. Frames shall be grout filled and secured to the surrounding structure for maximum durability.
2. At the top deck, provide an element incorporated into/above the stairwells to prevent weather elements from infiltrating the stairwell.

H. Exterior Finishes

1. To avoid long surfaces of uninterrupted flat concrete walls, textured form liners, pigments, stains and/or special aggregates shall be used to create visually interesting surfaces on the exterior surfaces compatible with the existing parking garage and surrounding Terminal. At a minimum, the location and spacing of formwork tie-holes, expansion joints and control joints should be incorporated into the façade composition. To the degree possible, formwork should shape architectural profiles of walls that create bases, cornices, pilasters, panel frames and other elements contributing to façade composition and human scale. Concrete walls may also be clad with other finish materials and patterned to match other building walls. Additive ornament such as sills, door and window frames, wainscot trim, etc. made of precast concrete, GFRC, and other materials may be utilized.
2. Top deck shall identify location and type of decorative shade structure to include photovoltaic panels and architectural treatments to screen view of vehicles on upper deck. (Inclusion in project dependent on project budget; provide design for possible inclusion as an additive alternative).
3. Entryways to structure improved with decorative pavers or scored colored concrete or decorative concrete with washed or decorative finishes. Truncated domes and other tactile markers shall be included on all renderings and schematics showing building elevations and approaches.
4. Light fixtures on exterior shall be compatible with surrounding buildings.
5. Ground level design shall utilize design features to maximize pedestrian access through appropriate portals, diminish access through non-pedestrian paths, and ensure appropriate light and ventilation.
6. Total height of structure shall comply FAA Part 77 Airspace Requirements.

I. Interior Finishes

1. Flooring in all drive aisle and parking stall areas shall be concrete, broom finished as appropriate to a structure and matching the existing garage.
2. All non-galvanized miscellaneous metal shall be primed with an appropriate primer and painted with a standard color finish coat to match the color scheme of the structure, as selected by CMAA.
3. All fire lines shall be painted red or other color required by fire department.
4. Vertical painted surfaces shall be painted with reflective light colors of high-quality acrylic with low or high sheen (not flat) for durability with two coats of primer/sealer. All field applied paint will be single coat epoxy or urethane with a minimum of 3 mils dry film thickness at following surfaces:
 - a. All ceilings shall be painted. (1st level only)
 - b. All columns shall be painted from the floor surface to ceiling. (1st level only)
 - c. Walls shall be painted from the floor surface to ceiling. (1st level only)
5. Layout and striping of all parking stalls shall be with high-quality, durable, acrylic materials with at least two coats. Thermoplastic striping may be considered as an alternative upon submission of product specifications meeting or exceeding such requirements.
6. Pedestrian area floors at an interior parking office area shall be finished with epoxy or urethane surface coating with a non-slip finish.

J. Signage

Include wayfinding signage both inside and outside the facility to direct traffic to facility entrance and exit in accordance with, and complementary to, the airport's current Wayfinding signage utilized throughout the airport area.

K. Parking Control Equipment

1. The Design-Build Team shall provide all conduit, equipment chases, electrical connections and ducting necessary for the installation of parking control equipment. Such control equipment shall be managed from a central parking office inside the new parking garage.
2. Installation of Parking Control Equipment (physical equipment, hardware and software) will be part of the scope of this RFP or contract. Such items will be specified, and installed/implemented by Airport vendors, of which the Design-Build Team will provide coordination.
3. The Parking Revenue Control system will be chosen system by the Airport Authority, and an allowance must be included for up to \$500,000.

L. Fire Suppression

1. The parking structure shall incorporate a complete fire suppression system that meets code requirements for this type of facility.
2. Provide wall mounted fire extinguishers in secure cabinets.

3. All design, permitting and inspection fees for the fire suppression system shall be included in the cost proposal.
4. The parking structure shall incorporate complete stand-alone fire detection and alarm systems meeting code requirements for this type of facility.

M. Security Equipment

1. The Design-Build Team shall incorporate passive and active security system measures into the design to support the goal of providing safe parking for patrons.
2. The Design-Build Team shall identify which security measures are in addition to applicable codes (i.e., not otherwise required by code) and identify them by line item so that they can be eliminated if not in budget.
3. The passive security systems shall include security features such as the following:
 - a. Increased lighting levels at each entry and exit of the parking structure.
 - b. Increased lighting levels at pedestrian cores of the parking structure, including pedestrian waiting areas around elevators, pedestrian entry and exit points, stairs entry points and cores, elevator cabs, pedestrian technology areas for payment transactions, etc.
 - c. An option for “Blue Light” telephone stations (phone connection to the Airport's Dispatch Center) located throughout garage for emergency access and support to match existing blue light phones.
 - d. Open stairwells.
4. The active security system measures shall include provisions for features and future services that directly relate to security monitoring of the Structure.
 - a. Closed-circuit video cameras to deter criminal activity in the structure and to aid in the identification of individuals involved in such activity (design and installation of conduit, structural backing and placement by the Design-Build Team; Installation, operation, and maintenance of security cameras by others);
 - b. Propose other technology and tools to enhance security for the structure;
 - c. The Design-Build Team shall indicate cost for four (4) 2-inch conduit lines (assume coaxial and low-voltage lines) from the proposed security office to a uniform location at each level to which additional security related cables could be run for future security features.
 - d. All design, permitting and inspection fees for items 1.a. – 4.d. above shall be included in the Cost Proposal; item 4.d. may be removed as a deductive amount from the Cost Proposal.

N. Electrical

1. The Design-Build Team shall provide adequate AC power via connection to the existing garage and power generator.
2. Provide complete electrical system to include all conductors, conduits, wiring devices, surge suppression and power per code.
3. The parking structure shall incorporate lightning protection and grounding systems.

4. All lighting fixtures in the parking structure shall be LED's controlled by daylight sensors.
5. Lighting shall be designed to provide for the following requirements:
 - Vehicle Entrance – 40 foot-candles
 - Vehicle Exit – 20 foot-candles
 - Stairwells, exit lobbies – 20 foot-candles
 - General parking areas – 20 foot-candles
 - Minimum at bumper walls – 2 foot-candles
 - Roof and surface – 2 foot-candles
6. The project design and lighting plan shall emphasize where practical natural lighting in achieving such standard.
7. Lighting shall be shielded, shrouded, or oriented to avoid spill-over lighting onto other parcels. Lighting shall not create light cast onto adjacent parcels greater than 0.5 candle feet at property line.
8. No skyward facing lighting shall be allowed
9. Lighting standards/poles on top level shall be shrouded to prevent visibility of lighting element from ground level or adjacent buildings. If possible, incorporate wall mounted area lights to eliminate pole lights.
10. Sufficient weatherproofed and secured AC outlets shall be provided on all floors of the parking structure complex.
11. Extensive coordination with EPB (local power provider) will be required to see a successful project. CMAA will serve as a liaison if and when necessary.

O. Communications

Effective repeaters/radio equipment shall be installed so that emergency personnel can receive/transmit communications within the parking structure.

P. Public Safety

The Design-Build Team shall protect and maintain all surfacing and improvements during the entire construction process. Protection of surfacing and improvements may include, but is not limited to, installation of fencing, cabling, signage or other preventative measures to reduce non-permitted use of the parking structure complex prior to the formal opening of the facility. The Design-Build Team shall be responsible for any and all damage resulting from improper use, damage, or vandalism prior to Owner's Acceptance of the project.

Q. No Work to be Performed by the Airport

Proposals shall assume that NO WORK shall be performed by the Airport, except as specified herein. The Airport shall designate an Airport Project Manager who shall be fully acquainted with the Project. The Airport Representative shall render decisions promptly, if within the representative's authority, and furnish requested information expeditiously

The Airport Project Manager and staff shall make available sufficient hours of staff personnel as is required to meet with Design-Build Team and provide such information as required.

R. Construction Administration Requirements

- a. All construction administration requirements shall be included in the total cost of the work as negotiated in the final agreement. The Airport will not be responsible for any items that may incur additional costs after establishment and acceptance of the Cost Proposal.
- b. During an initial pre-construction meeting, The Design-Build Team will be given a set of contractor rules, which will pertain to safety, security, and utilities. It is expected that the Design-Build Team abide by these rules throughout the duration of the project.
- c. The Airport will allow an adjacent area to the south (vacant lot) to be used to accommodate parking and staging area for the Design-Build Team's vehicles and materials. It will be the Design-Build Team's responsibility to achieve approval from the Airport for any additional parking or staging area requirements, to adequately prepare the selected site for temporary parking and to provide access to and from the designated lot to the proposed structure site. Any large deliveries made to the construction site must be coordinated with the Airport Project Manager. Some deliveries may need to be pre-planned so as not to impact the normal flow of passenger operations.
- d. Parking and the construction trailers for the Design-Build Team's on-site management, and its contractors and subcontractors shall be restricted to the inside limits of construction and the adjacent site to the south, and shall not impact any other area without specific approval of the Airport Project Manager.
- e. All use of the parking and staging areas shall have and comply with security requirements capable of providing safety and security to the site, prevent unauthorized access; provide all protection necessary for existing trees and silt control in accordance with all applicable codes and laws as previously noted within this RFP.
- f. Provide all construction administration services including disciplines coordination, and document checking with Airport Project Manager, and selected staff.
- g. Protect and secure all surfacing and improvements during the entire construction process. This protection includes, but is not limited to, installation of security fencing, cabling, physical barriers or other preventative measures to reduce un-permitted use of the parking structure complex area prior to the formal opening and the Airport's acceptance of the facility.
- h. While there are no envisioned blackout dates for construction, certain holidays should be considered for their heavier than normal passenger travel. Certain aspects of construction may need to be limited due to the accompanied traffic loads.
- i. Attend weekly and/or monthly progress meetings.

ATTACHMENT B

DELIVERABLES AND SCHEDULE

The final design and construction schedule shall be developed in coordination with the selected Design-Build Team to incorporate the following phases:

A. Conceptual Design Services:

1. Proposed schedule from project initiation to facility opening. CMAA desires to have the structure completed during Q1 of 2027. Any completion date after April 1st, 2027 will incur liquidated damages of up to \$20,000 per day at CMAA's discretion.
2. Design concept in a high quality, professional plan view drawing showing the entire parking structure complex including two sections and all four elevations, and a three-dimensional drawing, or artist rendering. The plan view and section drawings shall label all coping locations, feature names, heights and depths.
3. Prepare and deliver a minimum of four (4) rigid, 24"x36" presentation colored graphic and digital image scans of the parking structure complex to be used for Public Display. The graphic boards shall provide elevations of all four sides of the parking structure.
4. Deliver preliminary cost estimate and quantity of materials estimates in a digital, PDF file.
5. Provide proposed phasing or implementation plan.

B. Design Development & Construction Drawings:

1. Provide high quality, professional construction drawings, details, specifications and cost estimates for the entire parking Structure complex.
2. Provide two (2) 11"x17" review sets and three (3) full size sets at 50 percent, 90 percent stages of construction document preparation. All prints on the review sets must be of a size so that the detailed notes can be read.
3. Provide two (2) 11"x17" sets and one (1) 24x36" set at 100 percent stage of construction documents.
4. Two copies of 8-1/2x11, written, and electronic, specifications shall be required at 90 percent and 100 percent stages.
5. Plans on AutoCAD electronic file must be provided at the 100% stage.
6. Electronic copies in MS Word or Excel of all documents used to prepare the final specification and plans such as cost estimates in Excel and technical specifications in Word, etc.
7. Provide final estimates of quantities of materials.

C. Development Permits:

1. Produce and provide architectural and engineering calculations and drawings in appropriate quantities and sizes, signed and sealed required to obtain all state and local development permits.
2. Obtain and pay for all permits and fees required for the project.

D. Construction:

1. Conduct at least one pre-construction conference with the Airport and other parties as needed.

2. Hold weekly construction meetings and prepare and submit monthly written and electronic progress reports identifying project status, percent complete and scheduled time of completion to Airport Project Manager.
3. Provide electronic photographic journal of progress.
4. Provide all contact names with phone and email.

E. Contract Close-Out:

1. Deliver two (2) 3-ring binders and two (2) thumb drives having PDF copies of construction closeout manuals upon completion of the project. Each close-out manual shall be index tabbed and include:
 - a. Design-Build Team's contact information
 - b. Product List including product name, product number, contact information and method of application for all materials used on the project
 - c. Minimum two (2) year warranty letter
 - d. Submittal Documents including manufacturer's instructions, field reports, testing certificates and manufacturers warranties.
 - e. Maintenance schedule and recommendations
 - f. Full size, signed and sealed, final As-Built Drawings.
 - g. Digital file of AutoCAD (version to be determined by CMAA) of As-Built drawings
 - h. Digital file of As-Built drawings in .pdf format.
2. Conduct educational training session regarding maintenance with Chattanooga Metropolitan Airport Authority staff and others.

Conceptual Drawings







ATTACHMENT D

GEO-TECHNICAL REPORTS



Nashville, TN | Bowling Green, KY | Chattanooga, TN

February 3, 2025

Mr. Jack McAfee
Chattanooga Metropolitan Airport Authority
1001 Airport Road
Chattanooga, Tennessee 37421

**Subject: Report of Seismic Site Class Determination
CHA Parking Deck Expansion
Chattanooga Metropolitan Airport
Chattanooga, Tennessee**

Dear Mr. McAfee:

Athena Engineering and Environmental, L.L.C. (Athena) has completed the preliminary seismic site class determination the proposed expansion of the existing parking deck at the Chattanooga Metropolitan Airport in Chattanooga, Tennessee. This report contains a review of the project information, an outline of our scope of services, findings and recommendations for confirming the Site Class for design.

PROJECT INFORMATION

Based on our understanding of the project, a new parking deck will be constructed adjacent to the existing deck on the opposite side of the existing exit lanes. The garage will have three levels and will be constructed with a similar structural framing arrangement using a modular system. The design for this project is in the planning stages and information regarding the seismic site class is desired to assist with preliminary design and budgeting. Geotechnical exploration will be performed later in the design. Existing boring data from the existing garage (KSWA/Athena Project No. 300-19-0046 dated Oct. 9, 2019) was used to assist in the determination of the preliminary seismic site class using geophysical methods.

FIELD WORK

Within the footprint of the proposed parking deck, a geophysical survey using Multi-Array Shear Wave (MASW) analysis was performed to estimate the shear wave velocity profile to a depth of about 100 feet along two perpendicular lines within the project area. The average shear wave velocity will then be used to determine a seismic site class per ASCE 7-16. More detail of the field work performed and equipment used is provided in Appendix A attached to this report.

EVALUATION

The shear-wave velocity profiles indicated a zone of stiff soil near the surface, followed by soft and stiff soil, expected to be clay based on exploration results in the adjacent parking deck project. The velocities increased to near 2,500 feet per second around 30 to 40 feet below the surface. This depth is consistent with the depth to rock found in the exploration for the adjacent parking deck. With this similarity of conditions, we believe the shear-wave profiles developed from the geophysical work are reasonable with the condition of the general site area.

engineering environmental

52 Lindsley Ave., Suite 101 | Nashville, TN 37210
615.255.9702 p | 615.256.5873 f | info@athenae.com

The average shear wave velocities are presented in the following table for each line, with an average taken of the two lines for comparison with Seismic Site Class based on shear wave velocity presented in Chapter 20 of ASCE 7-16.

Line Number	Weight Average Velocity (Feet Per Second) V_s
Line 1	1,843
Line 2	1,938
Average	1,891

An average shear wave velocity of 1,891 corresponds with Seismic Site Classification of "C" based on the referenced standard. This value should be evaluated with the subsurface conditions in the current project area to confirm the profiles remain consistent before being used for final design.

Thank you for the opportunity to provide geotechnical services for your project. Please contact us if you have any questions about this request.

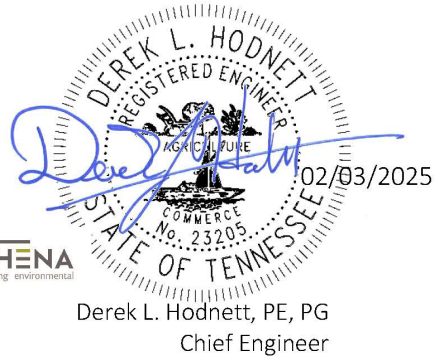
Sincerely,
Athena Engineering and Environmental, LLC



Nathan Long, PE, PG
Director of Geotechnical Services

Digitally signed by
Derek L. Hodnett
Date: 2025.02.03
13:00:09-05'00'

ATHENA
engineering environmental



Derek L. Hodnett, PE, PG
Chief Engineer

Attached: Appendix A Figure 1
 Appendix B Report of Geophysical Exploration



N  SCALE AS SHOWN	JOB NO: 30027.24		Site Vicinity Plan	LEGEND	 [formerly KS Ware & Associates]	Figure 1
	CLIENT: CMAA					
	1001 Airport Road Chattanooga, TN 37421		Preliminary Seismic Site Class Determination Proposed Parking Deck II Chattanooga Metropolitan Airport Chattanooga, Tennessee	Geophysical Line Location with Label		
	Date: 01/31/25	DRAWN BY: DLH	REVIEWED BY: NL			



51 Lost Mound Dr
Chattanooga TN, 37406
P (423) 499-6111
Terracon.com

December 16, 2024

Athena Engineering & Environmental LLC
5959 Shallowford Rd Ste 319
Chattanooga, TN 37421

Attn: Derek Hodnett, P.E./P.G.
P: 423-417-1631
E: dhodnett@athenaee.com

Re: Report for Geophysical Exploration
Chattanooga Airport Site Class
1001 Airport Rd
Chattanooga, TN
Terracon Project No. E2245162

Dear Mr. Hodnett:

Terracon Consultants, Inc. (Terracon) is submitting this letter report summarizing the findings of the geophysical testing services conducted on December 12, 2024. This report was prepared in general accordance with Terracon Proposal Number PE2245162 dated November 25, 2024, authorized by Mr. Derek Hodnett.

1.0 PROJECT INFORMATION

Terracon performed a limited seismic survey at the site of proposed future development to obtain shear wave velocity values within the upper 100 feet of the soil and rock. The goal of this survey was to refine the seismic site classification in general accordance with procedures outlined in ASCE 7-16 and IBC 2018.

2.0 SCOPE OF SERVICES

Terracon completed a limited geophysical survey consisting of two (2) Multi-Channel Analysis of Surface Waves (MASW) arrays on the site. The lines were performed in the long-term stay parking lot. Our line locations are presented below as **Figure 1**.

Explore with us



Figure 1 – MASW line locations shown in red. Label locations indicate the start or “0-foot” mark of the arrays.

3.0 METHODOLOGY

Multi-Channel Analysis of Surface Waves

Terracon performed geophysical exploration services consisting of a seismic survey using active MASW and passive microtremor array measurement (MAM) testing at each of the two lines. Our method of investigation utilized a standard fixed-array set of MASW geophones. The arrays consisted of 24 4.5Hz geophones, spaced 10 feet, along a sensor cable. For the active surveys, a source strike was completed with a sledgehammer against a rubber plate at every geophone from one to eighteen and at one and two geophone spacings off the start of the line. The same line configuration was used for a passive MAM with 10, 30 second collection times.

The data was returned to our office and processed using dispersion analysis software (SurfSeis, engineered by the Kansas Geological Survey) that extracts the fundamental-mode dispersion curve(s). The resulting curves were inverted and modeled to yield a 1D shear-wave velocity profile along the array for a corresponding depth. The results of the MASW surveys are presented on **Exhibit 1**.

Geophysical Testing Limitations - All geophysical testing methods rely on instrument signals to indicate physical conditions in the field. Signal information can be affected by on-site conditions beyond the control of the operator, such as, but not limited to, cultural features, standing water, high subsurface moisture content, and other buried objects. Interpretation of those signals is based on a combination of known factors combined with the experience of the operator and geophysical scientist evaluating the results. The provided depth measurements are estimations based on an estimation of the density and seismic properties of the subsurface material.

4.0 FINDINGS

Test locations for the geophysical testing are presented on **Figure 1**. In addition, the 1D shear-wave velocity profile generated from the MASW testing are displayed on **Exhibit 1**. Factors which may influence the SSC beyond the shear wave velocity profile along should be considered by the structural engineer of record in coordination with the geotechnical engineer of record.

The table below presents the table derived from Chapter 20 of ASCE 7-16 for shear wave velocity profiles and their corresponding SSC.

Seismic Site Classification (ASCE 7-10/7-16)	Soil Profile Name	Vs100' Value in Feet Per Second		Notes
		Minimum	Maximum	
A	Hard Rock	5,000	-	Require less than 10 feet soil between bottom of footing or mat foundation and bedrock
B	Rock	2,500	4,999	
C	Very Dense Soil and Soft Rock	1,200	2,499	
D	Stiff Soil	600	1,199	
E	Soft Soil	-	599	Soils with high plasticity index, high water content, and low undrained shear strength
F	Others			Site Specific Evaluation Required

Shear wave velocities in the upper 100 feet were utilized to assign an average shear wave velocity value of 1,891 ft/second, which corresponds to a Seismic Site Classification (SSC) C as defined by IBC 2018 and Chapter 20 of ASCE 7-16. An SSC of C corresponds to very dense soil or soft rock. Our SSC is based on our weighted average calculations, presented in the table below.



Line Number	Weighted Average Calculation (Feet Per Second)
Line 1	1,843
Line 2	1,938
Average	1,891

5.0 LIMITATIONS AND CLOSING

This addendum to the geotechnical report has been prepared for the application discussed and in accordance with generally accepted geophysical practices. No warranties, express or implied, are intended or made. The findings presented in this report are based upon the data obtained from the geophysical surveys and from other information discussed in this report. This report does not reflect variations that may occur in areas not tested or inaccessible to the geophysical equipment, across the site, or due to the modifying effects of construction or weather.

We appreciate the opportunity to work with you on this project. Please do not hesitate to reach out to the undersigned with any questions or concerns you may have.

Sincerely,
Terracon Consultants, Inc.

Camille Smith
Staff Geophysicist

Frank Whitman, P.E.
Senior Engineer

Patrick Meese
Senior Staff Geophysicist- Project Manager

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